

The Pittsburgh Brewing Company have appointed Mike Rice as the agent at Fayette City, Washington township and other points along the Monongahela river.

THE RIGHT PRICE.

ONE HUNDRED PERISH.

Passenger Train Goes Over Bridge Across Swollen Colorado Stream.

THREE COACHES SWEEP AWAY

Only Three Occupants Live to Tell

Tale of Their Experience—Pullman Cars Stop on Brink of Abyss—Several Bodies Recovered.

Pueblo, Col., Aug. 9.—The wreck of the world's fair flyer, on the Denver and Rio Grande railroad, near Eden, seven miles north of Pueblo, proves to have been one of the greatest railroad disasters in the history of the country. Two crowded passenger cars and a baggage car were engulfed in the torrent that tore out a trestle spanning Steele's hollow, otherwise known as Dry creek, and as far as known only three of the occupants of these cars escaped death. Two sleeping cars and a diner remained on the tracks at the edge of the abyss and none of their occupants were killed or injured.

How many perished probably never will be definitely ascertained, for the treacherous sands are drifting over the bodies. Searching for the dead is in progress. All corpses found were brought to Pueblo and placed in four morgues here. At 8 o'clock last night 75 bodies had been recovered, and of these 50 had been identified. During the day bodies were recovered all the way along Fountain river, from the scene of the wreck to the city. Two bodies were taken from the stream at First street, Pueblo, more than eight miles from the point where the disaster occurred, and it is probable that some may even be recovered further down the stream.

Engineer Feared Accident. On the outlook for danger, warned by the squally clouds and heavy rains to the north, Engineer Charles Hindman was running cautiously, about 15 miles an hour, as he approached the arroyo, which was spanned by a bridge 96 feet in length. The condition of the bridge was not known until the locomotive, one of the monster passenger type, had nearly crossed. Fireman Mayfield, with a torch that the engineer and the fireman had burning to ascertain the condition of the track, was in the engine. Engineer Hindman felt the tremor in the great machine and caught a glimpse on the water he shouted his last words:

"Put out that torch," evidently thinking that in the accident he felt certain was coming, the flames would serve to spread fire. But beyond Mayfield could obey, while the wheels were still on the lips of the doomed man, and his hand seeking the mechanism controlling the air, the bridge gave way as though it had been a stick of kindling wood and the locomotive dropped 30 feet to the bottom of the arroyo.

The baggage car, smoking car, and chair car followed the locomotive into the stream and were swept away. All the occupants of these cars except three men perished, and had not the roof of the chair car burst asunder, none would have escaped. The fireman, as the locomotive went over, was thrown out and managed to grasp a piece of wreckage from the bridge destined to the bottom. He ran toward Eden, meeting on the way operator F. M. Jones and his wife, who already had started up the track.

Victims Died Quickly. "Nolty Pueblo," came the voice of the running man, "the train's gone down and everybody is killed."

Even as he spoke, relates the operator, there were cries coming from the distance. The train men ran to where the bridge had been to search for victims of the disaster. When they reached the spot all cries had ceased.

Relief trains with physicians, wreck and pile driving outfits and scores of workmen were hurried from the city. The first train from the wreck came in shortly after midnight, with J. M. Millin, of Pueblo, H. S. Gilbert, Tony Fisher and Fireman Mayfield. These were four men in the midst of the wreck who escaped.

When dawn came the wonder grew that four had been permitted to emerge from the raging torrent with breath still in their bodies. The end of the Pullman car Wyata extended four feet over the bank, while broken timbers and twisted rails hung still further over. The arroyo had been widened for more than a hundred feet at the point where the bridge had been. The water tore a zigzag course across the prairie to a depth of 30 feet in several places. There was little left of the baggage car, a few rods, a truck or so, dimly seen in the muddy water, and a half broken safe. The great locomotive, the boiler free of the trucks, the cab and tank gone, lies where it fell.

Debris Along the Stream. A quarter of a mile to the east, where this gorge of death debouched into the Fountain, lay the chair car, windows gone, three-fourths filled with mud and sand. A hundred feet farther on was the smoker, bottom up against a sandbar. A hunk of iron fifty feet further on, in the bed of the river, was the tender of the engine, and from that point on for four or five miles vestiges of the coaches, the engine and tender stuck up from the bed of the stream or lay along the shore or in the islands.

Bits of clothing, coats, skirts and women's hats were found in the brush along the shore. Noses of the earth had cared in from the high sides of the river at many places and searchers passed these with fear that bodies were buried under them which they were helpless to reach.

The first of the corpses recovered were those of Miss Irene Wright and little Dorothy Johnson, sister-in-law and daughter respectively of Harry Johnson of Pueblo. An unknown woman lay beside them. Engineer Hindman was found with his watch

still running a few feet further down the stream. All day long stretchers with dripping burdens were carried to the railroad tracks, where the death train awaited them. While it was still dark axes had been used on the half-buried cars at the junction of the creek with the Fountain and at daylight this work was resumed on the smoking car, which lay out in the Fountain, where men were compelled to wade almost to their waists to reach it.

Drowned Like Rats in a Trap. A second party further down the river found several persons entangled in a mass of debris, thought to have been part of the baggage car, which was literally torn to pieces. In a short time a large number of bodies were dug out of the sand here. Some bodies were found lodged in the shrubbery along the banks, others in the wreckage in midstream and many were buried with only an arm or a bit of clothing to reveal their whereabouts.

Without doubt the great majority drowned like rats in a trap when the cars plunged into the water. When brought ashore the bodies were placed on the ground and covered. A baggage car was kept running between the city and the wreck, bringing in those who were found. A number of wagons finally were pressed into service to haul the bodies to the tracks, leaving the searchers free to continue the hunt for others. Some searchers worked all night and all day without food or rest. Persons were constantly arriving and anxiously inquiring for the bodies. Searchers for the dead is in progress. All corpses found were brought to Pueblo and placed in four morgues here. At 8 o'clock last night 75 bodies had been recovered, and of these 50 had been identified.

Were Returning from the Fair. Bodies recovered were identified very slowly because many of them were those of strangers here who had been to the fair at St. Louis and other eastern points.

Fountain river still rushes with the impetus of the flood and the arroyo has a clear, dry stream trickling along where the fatal mass of water rushed a few hours before. The earth on either side is swept clean. The walls of the so-called Dry creek are rugged, irregular, craggy and steep, but still so narrow that it is almost impossible to understand how the great coaches, the baggage car and tender could have been swept away without becoming lodged against the sides. Most of the bed of the creek is now visible with the streams weaving about the strips of sand, forming islands of mud and sand which are being watched for bodies that may lie buried in them.

Pullman Porter Plays Hero. W. Vance, porter on the forward sleeping car Wyata, was one of the heroes of the disaster. To him and his nerve and bravery the persons on that car owe their lives. Vance has standing near the front end of the car where the crash came and with rare presence of mind rushed to the hand brake on the front of the car and began tightening the brakes on the wheels. His car was slipping forward from the momentum and from the forward cars falling into the stream. Vance held on to the brake grip stopped the car. The forward cars broke from the sleeper and fell into the water, while the car which Vance had held with the brake stopped one-third of the way on the brink of the chasm, clearing the gulch below. The forward trucks and left the track and gone down, but the remainder of the coach stayed on the tracks and the lives of the passengers were saved.

It required two engines and nearly a half hour's work to pull this sleeper back from the brink of the chasm. Nothing but Vance's cool and brave work at the brakes kept the car from plunging into the stream.

NATIONAL AND AMERICAN GAMES. National League Standing.

Club W. L. Pct. Gm. W. L. Pct. New York, 37 24 .608 Boston, 36 25 .590 Chicago, 35 26 .571 St. Louis, 34 27 .558 Philadelphia, 33 28 .539 Cincinnati, 32 29 .521 Pittsburgh, 31 30 .506

American League Standing. Club W. L. Pct. Gm. W. L. Pct. New York, 37 24 .608 Boston, 36 25 .590 Chicago, 35 26 .571 St. Louis, 34 27 .558 Philadelphia, 33 28 .539 Cincinnati, 32 29 .521 Pittsburgh, 31 30 .506

American League Monday. Cleveland 3, New York 1; Detroit 2, Boston 1; Chicago 5, Philadelphia 4; St. Louis 1, Washington 0.

PITTSBURG MARKETS. Aug. 8, 1904. CORN—No. 2 yellow shelled, 57¢; No. 2 yellow ear, 59¢; No. 2 white, 60¢; No. 2 white, 61¢; No. 2 white, 62¢; No. 2 white, 63¢; No. 2 white, 64¢; No. 2 white, 65¢; No. 2 white, 66¢; No. 2 white, 67¢; No. 2 white, 68¢; No. 2 white, 69¢; No. 2 white, 70¢; No. 2 white, 71¢; No. 2 white, 72¢; No. 2 white, 73¢; No. 2 white, 74¢; No. 2 white, 75¢; No. 2 white, 76¢; No. 2 white, 77¢; No. 2 white, 78¢; No. 2 white, 79¢; No. 2 white, 80¢; No. 2 white, 81¢; No. 2 white, 82¢; No. 2 white, 83¢; No. 2 white, 84¢; No. 2 white, 85¢; No. 2 white, 86¢; No. 2 white, 87¢; No. 2 white, 88¢; No. 2 white, 89¢; No. 2 white, 90¢; No. 2 white, 91¢; No. 2 white, 92¢; No. 2 white, 93¢; No. 2 white, 94¢; No. 2 white, 95¢; No. 2 white, 96¢; No. 2 white, 97¢; No. 2 white, 98¢; No. 2 white, 99¢; No. 2 white, 100¢.

CATTLE—Prime to fancy, fat, smooth steers, \$5.35@5.40; coarse and rough, fat steers, \$4.75@4.80; dry-ford, light steers, \$4.75@4.80; choice milk cows, \$3.50@3.60; medium to good milk cows, \$2.75@2.80; good, fat, smooth, heavy butch, \$3.00@3.10; feed steers, \$2.75@2.80; feed steers, common to good quality, \$2.50@2.60; fair to choice steers, \$2.25@2.30.

CALVES—Good to prime heavy, \$5.70@5.75; heavy medium, \$5.60@5.65; light medium, \$5.50@5.55; best heavy yearlings, \$6.20@6.25; good light yearlings, \$6.20@6.25.

HOGS—Good to prime heavy, \$5.70@5.75; heavy medium, \$5.60@5.65; light medium, \$5.50@5.55; best heavy yearlings, \$6.20@6.25; good light yearlings, \$6.20@6.25.

THE BALTIMORE & OHIO RAILROAD will run an excursion to Ohlyope every Sunday during the summer until further notice. Train leaves here at 10.10 A. M.

TO ATLANTIC CITY. And Other Atlantic Coast Resorts via Pennsylvania Railroad. Thursday, August 18, and September 1 are the remaining dates of the Pennsylvania Railroad's annual low-rate excursions for 1904 to Atlantic City, Cape May, Ocean City, Sea Isle City, Avalon, Annapolis, Wildwood, Holly Beach, N. J., Rehoboth, Del., or Ocean City, Md.

Tickets good to return within 16 days, including date of excursion. A special sale of Pullman parlor cars and day coaches will leave Pittsburgh on above mentioned dates at 8.55 A. M., reaching Philadelphia at 6.25 P. M. In time for supper, and arriving at Atlantic City, via the Delaware River Bridge Route, the only all-rail line, at 8.35 P. M., when will be made for luncheon en route. Passengers may also spend the night in Philadelphia, and proceed to the shore by regular train from Market Street Wharf or Broad Street Station on the following day.

Passengers for New Jersey points other than Atlantic City will spend the night in Philadelphia and use regular trains the next day from Market Street Wharf. Passengers for Rehoboth, Del., or Ocean City, Md., will use regular trains the following day from Broad Street Station.

A stop over within limit will be allowed at Philadelphia returning. If passengers will deposit their tickets with the ticket agent at Broad Street Station, Philadelphia, immediately on arrival, tickets must be deposited with agent on arrival at seashore destination and properly validated for return trip.

Tickets will be sold from stations at the rates named below, the first figures for tickets good only in coaches, the second good in Pullman cars in connection with regular Pullman tickets, the third figure representing time the train leaves:

NEW SUGGESTIONS

modern accommodations for our homes is the demand today.

E. W. CAMPBELL, ARCHITECT.

407-408 First Nat'l Bank,

is "always busy" furnishing these ideas.

DON'T build or make alterations without complete plans. Others find it pays well; so will you.

H. S. SPEAR INSURANCE and REAL ESTATE.

RENT COLLECTIONS.

Room No. 1 Union Building, corner Main and Pittsburg streets, CONNELLVILLE, PA.

Safe Deposit Vaults

Why risk keeping your valuables at home when you can rent a box in our Safe Deposit Vaults for \$3 a year?

The only absolutely safe place for Deeds, Mortgages, Insurance Papers, Stocks, Bonds, Jewelry, etc.

THE FIRST NATIONAL BANK

Main Street, Connellville, Pa.

BANKING.

One of the most important businesses of the day is our specialty. We know and you know that it is a necessity of modern life.

If you would put your money out to make money for you, we can help you. We have all facilities for up-to-date banking. Let us help you.

THE YOUGH NATIONAL BANK

No. 116 West Main Street, CONNELLVILLE, PA.

THE CITIZEN'S NATIONAL BANK OF CONNELLVILLE.

Payee 1 per cent. interest on Savings Accounts.

There's No Telling

other people your business by any of the officials or employees of the Second National Bank. Everything strictly confidential.

CHECKS AND DRAFTS

issued for all purposes, payable in any part of the world. We can aid you in all financial matters. Our checks are good as receipts. Be wise in your Bankers. You work hard enough for money. Let your money work for you.

Second National Bank of Connellville, Pa.

NEW HAVEN NATIONAL BANK,

of New Haven, Pa.

Capital, \$50,000.00

People Lose Their Money

By concealing it about their person.

By allowing it to mugs, jugs and jars.

By sewing it up in skirts and blouses.

By tucking it under the cushions and carpets, in cupboards and bureau drawers.

People Save Their Money

By depositing it in a good, reliable bank. Confident that this bank fully meets the public's needs, we tender its services to all who believe in keeping on the safe side.

LOW RATES TO SAN FRANCISCO

Via P. R. R. on Account Meeting of Knights Templar and I. O. O. F. On account of the Triennial Conclave Knights Templar and Sovereign Grand Lodge, I. O. O. F., the Pennsylvania Railroad Company will sell excursion tickets to San Francisco, Cal., August 15 to September 9, good to return until October 23, at reduced rates. For particulars regarding specific rates, routes, and stop-over privileges, consult ticket agents.

Seaboard Service to Southern Cities.

The Seaboard Air Line Railway has the shortest line and offers the best service via Washington, the most attractive way to all points in the South. For time cards, information as to industrial openings, farm and truck lands, address, Seaboard Air Line Railway, 1411 Chestnut Street, Philadelphia, Pa.

Ohlyope Excursion.

The Baltimore & Ohio railroad will run an excursion to Ohlyope every Sunday during the summer until further notice. Train leaves here at 10.10 A. M.

THE BEST

way to lay a foundation of a fortune is to begin with one dollar.

Title & Trust Co.

Western Penna.

and keep increasing it, you will soon be independent. 4 per cent. interest, compounded semi-annually is what you receive here. No more, no less. A general banking business transacted.

Those who are ashamed of small beginnings will never get started. Better begin the campaign today and open an account at the

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H.A. CROW

Loans and General Insurance Agent.

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Rooms 405 and 406 First National Bank Building, Connellville, Pa.

UNION REAL ESTATE CO., 208 Title & Trust Bldg., CONNELLVILLE, PENNA.

Sells real estate, rents property, collects rent, etc. Give Us Some of Your Business.

RAILROAD TIME TABLES.

PITTSBURG DIVISION AND BRANCHES

Eastern Standard Time. In Effect May 15, 1904.

Trains to and from Pittsburgh and points East and West via the MAIN LINE from Connellville to Cumberland, Washington, Baltimore, Philadelphia and New York.

Trains to and from Pittsburgh and points East and West via the Fairmont, Morgantown and Pittsburgh Branch.

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THE SUBWAY TAVERN

Some Criticisms of Bishop Potter's Model New York Saloon.

GRAT DIVERSITY OF OPINIONS.

Some Pastors Praise Fearless Independence of the Movement—The Bishop's Participation in Dedicating Model Saloon Unnecessary.

By his recent participation in the public dedication of the Subway tavern, a model saloon at Mulberry and Bleeker streets, in New York, the announced object of which is to lessen the evils of intemperance, Bishop Henry C. Potter of New York has provoked a veritable tempest of protests, denunciations and criticism from clergymen and prohibitionists in all parts of the country, says the New York Herald.

Bishop Potter is a trustee of the Church Temperance society in New York. Robert Graham, a leading temperance worker and founder of the society, who visited the Subway tavern, said that, in his opinion, Bishop Potter had laid himself open to severe criticism in helping to add another to New York's already large number of saloons.

Many clergymen also objected to Bishop Potter's statement that the effort to abolish the saloon was "one of the most comic and tragic failures of history." Scores of letters and telegrams reached the bishop from men and women eminent in the temperance cause, pleading with him to reconsider his course in helping to advertise a saloon and soda water fountain from which beer was sold.

At the Subway tavern, however, the denunciations of clergymen and temperance advocates had the effect of causing a golden harvest to fill the cash registers. Thirsty and curious throngs began to fill the place during the early morning hours, and the rush continued until the tavern doors were closed for the night. Taking advantage of the fact that his establishment for the time being occupied a prominent place in the public eye, the manager of the tavern placed a big blackboard beside the front entrance on which the following legend was scrawled in chalk:

"Yes, this is the saloon dedicated by Bishop Potter. You are welcome."

Joseph Johnson, the tavern manager, expressed his satisfaction over the way business was booming. "I'll tell you one thing," said Johnson, "I have been here since the opening, and not a single intoxicated person has entered the doors."

In discussing his visit to the tavern and Bishop Potter's attitude regarding the novel institution Mr. Robert Graham, founder and manager of the Church Temperance society, said: "I do not think that the bishop by leading his presence to the dedication of the tavern meant to antagonize the temperance movement. He is, it is true, a trustee of the Church Temperance society, but only nominally so, for he never attends our meetings."

"But he has made himself liable to severe criticism by making an address at the opening of the saloon. It will be said by many persons that Bishop Potter could have occupied himself with better employment. As it is there are far too many saloons in New York city, and it seems rather unnecessary, to say the least, for the bishop to add in adding another to the list."

"The unwise feature of the saloon, in my opinion, however, is the soda fountain where beer is sold. A place where women may enter and seat themselves to drink soda, beer or stronger drinks is not likely to aid in lessening the evils of intemperance. There can be no two opinions about the danger of a place of this sort which is sanctioned by high church authorities leading young men into temptation. Personally I think it is a great mistake for them to sell whisky. Those who are working for the public good should not be liquor saloon keepers."

"I am glad my hand is not in this movement, for I do not believe that a church organization has the right to provide liquors. I have talked with Earl Grey about moderate drinking in England. He told me of three small places in Scotland where the saloons were entirely controlled and directed by the workmen. In these places the plan was successful, but Earl Grey has not yet solved the liquor problem for large cities, which is the problem we face today. I do not believe in attacking this tavern from all points. Its promoters should have a fair opportunity to prove their claims, and I hope they will be equally fair about admitting their failure if they fail. Much depends on the men in charge, and I hope the directors have chosen wisely."

Many members of the Women's Christian Temperance union did not hesitate to express their disapproval of the bishop's course. Mrs. Belle de Rivera, vice president of the New York City Federation of Women's Clubs, said that whatever might be the personal opinion and motive of Bishop Potter, he was supporting a scheme that was decidedly wrong.

"It is a great pity," said Mrs. de Rivera, "that the bishop of New York should take the stand he has for any saloon, however it may be conducted. No matter whether it is a better drinking place than others, the results of drinking are bad in the great majority of cases, and no clergyman should give his sanction to intoxicants."

A woman with a Woman's Christian Temperance union badge came up Bleeker street early in the morning, says the New York Tribune. She was looking for the "dedicated" tavern, and she hoped to be disappointed. She knew the worst when she read the bulletin in front of the place.

"Yes, this is the saloon dedicated by Bishop Potter yesterday. You are welcome," she declared, "when a thing like this is possible. I would not have believed it!"

Then she peered into the "water wagon" department—at the soda fountain which also runs beer. She read this placard:

DEER
Served at this fountain.
GOOD SODA WATER and GOOD BEER ARE EQUALLY HARMLESS IF TAKEN TEMPERATELY.

"That is a lying, misleading sign," she declared, "and I am sorry for the poor souls who will be led astray by it. If Sister Nation were only here!"

Bishop Samuel Fallows of St. Paul's Reformed Episcopal church in Chicago lauds the action of Bishop Henry C. Potter. Bishop Fallows himself conducted a similar experiment in Chicago. He said:

"Bishop Potter is one of the few men in the country who are endeavoring to deal in a practical manner with the saloon evil. His sympathies are with the workman. In this Subway saloon movement he is following the plan adopted by Earl Grey and a very large number of the Church of England clergy. Conditions are different in this country, and American sentiment is not in favor of thus meeting the saloon problem. I thoroughly believe that the most feasible way of antagonizing the saloon is to provide a proper substitute, and in this substitute saloon no intoxicating liquors of any kind should be sold."

Among the most ardent advocates of temperance in New York are the Paulist Fathers, says the New York Herald. Rev. John J. Hughes said of Bishop Potter's action that it reminded him of an incident that had happened in the church in Father Hecker's time.

"A man came here," he said, "and told Father Hecker that he wanted to open a saloon in the parish. 'You know,' he added, 'that I'm a good, law-abiding man, and I want to conduct the saloon on good moral lines, and I don't want you to oppose me in opening it. If you will consent I promise to comply with any stipulations you may make for me in running it.'"

"All right," Father Hecker answered, "you can go ahead if you will comply with my conditions. The first is that you will have none but archangels for barkeepers."

"It is unnecessary to say," continued Father Hughes, "that there was no need of mentioning the other conditions. My opinion on the subject is that laid down by all the Catholic bishops, who say in the decrees of the council of Baltimore as to those engaged in the sale of intoxicating liquors:

"Let them, if possible, choose some more honorable way of making a living."

Bishop Potter's action, though condemned by some ministers in Cincinnati, is not without supporters. The Rev. Philip Y. Pendleton, Christian, is grieved by his example and regards his action as a regrettable mistake. The Rev. David Kinn, Reformed Presbyterian, says that the dedication of the tavern was "as incongruous as a prayer meeting in hell" and insists that the participant should be expelled from his church.

The Rev. C. W. Blodgett, Methodist, is emphatic in his condemnation. Rabbi Louis Grossman, Jewish; the Rev. Dudley W. Rhodes, Episcopal, and the Rev. Father Mackay, Roman Catholic, praise the fearless independence of the movement and see in it a philanthropic enterprise devoid of pedantry, not harmful but in the end beneficial.

VANDERBILT.

Personal Chat From Dunbar Township's Big Village.

Vanderbilt, Aug. 9.—William C. Critchfield, formerly of this place, but now living at Dunbar, spent Sunday and Monday in Vanderbilt, the guest of friends.

W. C. Campbell of Aspinwall, and representing H. J. Long & Co., shoe dealers of Pittsburg, was here Monday looking after the interests of that company.

At the union service held Sunday evening in the Cumberland Presbyterian Church, Rev. R. E. Kistner, pastor of the Church of Christ, delivered the address. These union meetings are growing more popular each year, and much good may result from them.

C. A. Brill, the popular and well known candy man of Connellsville, was here Monday afternoon calling on the different merchants.

Read The Daily Courier for the latest and most important events transpiring in the county, State and nation. The price of a single copy is only one cent, or 25 cents a month, delivered to your home.

Mrs. Charles Hoop was in Connellsville, Saturday, shopping and calling on friends.

Roy R. Riet was to the Young Men's association recently taking in the many sights of that city.

W. Frank Bute, a retired merchant of this place, was in Connellsville, Monday. Mr. Bute had been one of the leading merchants of this town for the past 20 years and made many friends while in business.

J. C. Sheppard, a prosperous farmer of near this place, was looking after important business matters in New Haven Saturday.

PERRYOPOLIS.

Paragraphs from Famous Old Village Washington Laid Out.

Perryopolis, Aug. 9.—D. P. Larimer was in Pittsburg, Monday, on business.

Mr. and Mrs. Albert Ketter are visiting friends in Dunbar this week.

Mrs. Wiley of this place was the guest of her son, George, at Layton, Monday.

Mrs. Oliver Slaty was visiting her mother, Mrs. Edward Slickel, of Star Junction, Saturday.

E. Stuck and family of Layton were in town Sunday attending the funeral of William Stuck's child.

A. Carson and Isaac Baugh were in Pittsburg on business Saturday.

Mrs. George Gue was calling on friends at Layton Sunday evening.

Mrs. Bute of Flatwoods was the guest of her mother, Mrs. Armstrong Sunday.

Mrs. Stinger was at Star Junction Monday visiting her daughter, Mrs. S. Butlermore.

Mr. and Mrs. John Hasson of New Castle are visiting friends in our village this week.

WELCOME!

Firemen.

All Firemen welcome and cordially invited to MACE & CO., "The Big Store," Headquarters during their stay in Connellsville. Check your packages, parcels, overcoats, or anything you may have, that you wish to leave for safe-keeping, FREE OF ALL CHARGES.

FIREMEN'S World's Fair Contests.

We will give during Convention Week, to each and every Fireman in Uniform, four votes instead of one with each 25c purchase, for our Free Trip to The World's Fair.

Firemen, Help One Another

MACE & CO.

THE BIG STORE. CONNELLVILLE, PA.

Excursion to Pittsburg.
On Sunday, August 14th, the Baltimore & Ohio railroad will run another of their popular Sunday excursions to Pittsburg. Special train will leave Connellsville at 8:05 A. M., returning will leave Pittsburg at 6:50 P. M. Fare for round trip, \$1.00. Tickets good on special train only. Spend a day in the beautiful parks of Pittsburg.

B. & O. Survey Nearly Completed.
Engineers making the survey for the Baltimore & Ohio railroad short line, from Confluence to Morgantown, have completed the final survey to about three miles beyond Farmington in this county and expect to leave Farmington in about 10 days.

A FULL LINE
—OF ALL—
The Latest Records
—FOR—
Edison Phonographs
We repair and exchange all makes of Talking Machines. Will sell you one on easy monthly payments.
See Mr. Reinhard About It
Cor. Third and Meason
Sts., New Haven, Pa.
Ideal Co-operative Jewelers
New York.

NEW COLONIAL THEATRE
GEO. S. CHALLIS, Mgr.
Refined Star Vaudeville,
THE WORLD'S FAIR ATHLETIC AND VAUDEVILLE CO.
THREE NIGHTS,
August 9th, 10th and 11th.

SEE The Steel City Quartet in up-to-date song Jerome Neora in Mysterious Magic The Dunclevs, James and Arthur, Character Artists Charlotte Tomkins, Singing and Dandiac Comedienne (Ten Louis, The Boy Wonder, Song and Dance Edward M. Bonnell, Musical Moke, Black Piece Dan Jeffries, Athletic Act, Champion Bag Puncher of World One Vaudeville and Athletic Feature to be announced later
Come and See the Only High-Class and Refined Vaudeville Company That Ever Visited Your City.

Prices: 25, 35, 50, 75c Seats on Sale at Colonial Theatre Box Office Both Phones—
Doors open 8 P. M.—Curtain will rise at 9 P. M.

NOTES—Mr. Jas. Dunlavy, Director of the above Vaudeville Company, was Director of the Lake's Amusement Minstrels that played two nights at the Nixon Theatre, Pittsburg, last season.

WE OFFER TODAY
150 Baskets of Finest Yellow Peaches,
AT 25 CENTS A BASKET.

R. V. NICOLAY'S GROCERY,
Opposite Wyman Hotel.
Bell Phone 257. Tri-State Phone 531.

Excursion to Pittsburg
—ON—
Sunday, August 14th
via B. & O. R. R.

Special train will leave Connellsville at 8:05 a. m. Returning will leave Pittsburg at 6:50 p. m. Tickets good on special train only. Spend a day in the beautiful parks of Pittsburg. These excursions are most popular.

Fare for Round Trip \$1.00

ONLY \$1.80 TO ROCKWOOD
and Return, via B. & O. R. R.,
Thursday, August 18,
Account
Reformed Church Reunion.

Excursion tickets will be sold from Connellsville at above very low rate. Tickets good on day of issue only.